



President Barack Obama  
The White House  
1600 Pennsylvania Ave. NW  
Washington, DC 20500

Dear Mr. President,

I write to ask for your support in recognizing the vital importance of general aviation. It has a fundamental role in our nation's economy – especially to rural and lightly populated states like Idaho. General aviation supports more than 1 million jobs nationwide, and needs your help now.

As one of the few manufacturing sectors that contribute to the balance of trade, general aviation has been hit hard by the economic downturn with the loss of more than 20,000 aviation-sector employees.

For all states, including Idaho, general aviation represents a critical connection to economic opportunity and global markets. What's more, general aviation plays a crucial public role every day through crop protection, disaster response, law enforcement, or critically needed services such as blood, organ or patient transportation.

The bottom line is that raising taxes on critical sectors of our economy will do us more harm than good by putting more jobs at risk. I encourage you to join me in opposing the new "user fee" taxes that will be placed on general aviation operators.

Thank you for keeping our concerns and the concerns of our citizens and businesses in mind, and for your positive consideration of this issue.



As Always – Idaho, "Esto Perpetua"

**C.L. "Butch" Otter**  
Governor of Idaho

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# Governor Selects Western Aircraft VP for Aeronautics Advisory Board

**By: Frank Lester**  
**Safety/Education Coordinator**

Governor Otter, with the Senate's approval, recently selected Colleen Back as the newest member of the Aeronautics Advisory Board (AAB). She will represent Districts 3 and 4.

Colleen moved to Idaho seven years ago to become Vice President (VP) of Sales for Western Aircraft, which is one of the West's largest corporate aviation service providers and is located at Boise's Gowen Field. A graduate of Xavier University in Cincinnati with a degree in business, she spent 15 years at Procter



VP of National Sales for Western Aircraft's parent company, Greenwich AeroGroup, and is currently managing the sales team for Western Aircraft, as well as other companies within the Greenwich network.

and Gamble in both Financial Management and Sales Management before moving to Colorado and then on to Idaho. In 2010, she was named

been so positive and supportive in my career. I look forward to working with the Aeronautics Advisory Board and Aeronautics, and to doing something good for Idaho aviation."

Colleen is already making good on her goal of giving back to the community and being a positive influence. She is currently Vice President of the Idaho Aviation Foundation, which routinely works with state and other government agencies to preserve and promote Idaho's backcountry aviation heritage. She has also served as Director of the Idaho Business Aviation Association and is active in the Idaho Aviation Association, the Aircraft Owners and

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## **Idaho Transportation Department**

**Governor C.L. "Butch" Otter**

**Director Brian Ness**

**Administrator John "JV" DeThomas**

## **Aeronautics Advisory Board**

**Chairman Rodger Sorensen**

**Members Colleen Back, Chip Kemper, Dan Scott, and Mark Sweeney**

## **Division of Aeronautics**

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The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

I had a few moments to speak with her recently and asked her about her selection: why she applied for the position, what she hoped to gain from the appointment, and what she wanted to do as an AAB member.

An avid aviator and back country enthusiast, Colleen's love affair with aviation is rooted in her childhood where she grew up around small, piston-powered aircraft. Having moved frequently in her professional career, she was looking for somewhere to settle down and Idaho with its pristine beauty fit perfectly within her plan. Becoming a member of the AAB would fulfill her desire to learn more about the state's legislative process and how it interfaces with aviation.

"Business aviation and airports are important economic engines for the community," she told me. "Preserving airports, growing commerce, and building solid relationships within the state, and between state and federal agencies is the key to supercharging this economic engine. By working toward this goal, I would like to be a positive influence for the community that has



**Colleen with her parents and Ally the Wondermutt at Upper Loon**

Pilots Association, and the National Business Aviation Association. She owns a 1960 C-182, which she uses to access Idaho's wilderness and follow her other loves of backpacking and hiking. As part of this pursuit, Colleen founded Idaho Mountain Recreation to help hikers safely and responsibly enjoy Idaho's outdoors.

Very personable and always quick with a friendly smile, we welcome Colleen to Aeronautics, congratulating and wishing her every success during her tenure.

Photos courtesy of Colleen Back



# The Color of Aviation: Remembering Warren Ellison

By: Dennis Ellison

Warren Ellison's first exposure to aviation was in 1925 when his father purchased a surplus Curtiss Jenny. His dad added extensions to the rudder bar, so his young boys could reach it. There was always someone at the house from the airport; being surrounded by aviation pioneers, the likes of Hap Roundtree, Howard Maish (ATP 68) and George De Beeson (autopilot inventor), made the decision to fly easy. At 16 years old, he began working on his pilot ratings and a career was born.

After high school, when he began working for Northwest Airlines in Seattle, he purchased his first airplane. In early 1941, the war was already raging in Europe and his ambition to fly fighters in that conflict sent him to Canada as a volunteer in the Canadian Air Force. He returned home to obtain his parents approval and to sell his airplane. But the sale never happened. While delivering his aircraft to the new owner, gale force winds from a fast-moving Pacific storm caught him on takeoff, destroying the airplane and breaking his ankle in the ensuing crash.

Not to be distracted from his goal, he was back in the cockpit within two months, annotating in his logbook, "...with splint and all."

However, what appeared to be a simple broken bone became a source of trouble and the cause of repeated stays in the hospital over the next year. A severe infection turned life threatening and only intervention by his family doctor prevented amputation of his leg. Finally, a bone was removed and the ankle fused, causing a pronounced limp and weakening his leg, a condition he would be self-conscious of for the rest of his life. Although the ankle remained a problem, he could still fly, just not in the military.

All flying was restricted near the coast during WW II, and since he was



Warren Ellison conferring with other Johnson Pilots (Penn Storr, third from left, Ellison to his immediate left, Bob Johnson, far right)

now classified 4F and unable to join the military, he moved inland and took a flying job in Coeur d'Alene with Buroker-Hicks Flying Service. Bob Fogg, a Johnson Flying Service pilot, was passing through and asked him what he was doing there. Fogg told Warren of the need for pilots in Missoula, and in 1943 he followed Bob's advice and joined Johnson Flying Service as an instructor

for the US Army Air Corps cadet program. Although his injury prevented him from entering the war, he instructed more than 180 cadets for the Army and Navy, logging over 1,500 hours in support of the war effort.

Bob Johnson and his crews at Johnson Flying Service were instrumental in

**See Ellison**  
Continued on  
page 9

AIRCRAFT FLOWN				FLIGHT RECORD		REMARKS OR INSTRUCTOR'S SIGNATURE	CLASSIFICATION			TIME									
DATE	MAKE	License No.	ENGINE	FROM	TO		Class.	Class.	Class.	Instructor	Hood	First or Out		Day	Night	Daily Total Time			
1936																			
Dec. 5	Cub	NC-16764	Cont.	Shelton	Local														
13																			
1937																			
Jan. 8	Stinson	NC-7781	Warner																
Feb. 27																			
Mar. 6																			
12																			
13																			
I hereby certify that the foregoing entries are true and correct.						PAGE 10000													
Signed: <i>Warren J. Ellison</i>						TOTAL FOKW													
						TOTAL TIME											3:05		

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		DATE
BIENNIAL FLIGHT REVIEW		6-28-90
PILOT: WARREN ELLISON		EXPIRATION DATE: 6-30-92
TYPE CERTIFICATE/NUMBER: ATP 53054		AIRCRAFT FLOWN: PAAC
INSTRUCTOR: <i>[Signature]</i>		CERTIFICATION NO./EXPIRATION DATE: 13-87000-1/291
FAA Form 8710-5 (6-77)		

PILOTS QUALIFICATION RECORD	
FAA Cert. No. ATP 53054	Flight Hours 12,000
AUTHORIZED USE (Indicate all that apply)	
<input checked="" type="checkbox"/> Solo <input checked="" type="checkbox"/> Air Mail <input checked="" type="checkbox"/> Spray Seed <input type="checkbox"/> Transport	
Name: <i>J. B. Johnson</i> Title: Regional Air Officer Region: 4 Date: 08/21/63	

Warren's first logbook and certificates



# Radio Chatter

**By: Frank Lester**  
**Safety/Education Coordinator**

Throughout our lives we continually make adjustments, adapting to the changes we must inevitably face. They can be simple, such as the cancellation of a planned visit or vacation; they can be significant like marriage, children, changing jobs or moving to a new town; and they can be devastating like the loss of a loved one. Regardless of how they affect us or how much we hate them, they will always be there. We can't ignore them.

Retirement is no different, in spite of what we say. No matter how anxious we are about the new life that awaits us, the thought of leaving behind friends, of leaving behind the satisfaction we find in our work, and the realization that life will continue on without us, lurks silently in the shadows of our minds, adding a shade of melancholy to our impending departure.

Most of us can look back at one moment in our lives that was indeed the "best of times." It is that one moment where everything fell into place; a moment when the stars were perfectly aligned; a moment that we would never forget. "That was the one," we'd say. "Yeah, that one was the best."

My moment began the day I signed on at Aeronautics. I liked being here because it reminded me of my days in a flying squadron; it just felt good. But as I think a little harder, it was also in the cards. I had a small detachment of T-37s many years ago that was actually a link to my future here. Really! Our call sign was Bart, and the mission (named by some unknown military genius deep in the bowels of command headquarters tasked with coming up with such attention-grabbing and monumental names) was deemed Accelerated Copilot Enrichment—ACE for short. Then I came to Aeronautics; the administrator who hired me was a gentleman named Bart, and I was in charge of a program called Aviation Career Exploration—ACE. Wow! Oh well, probably not worthy of Oscar consideration, but it sounded good to me.

The last 15 years have been truly challenging, but immensely satisfying, especially as editor of the *Rudder Flutter*. My goal has always been to produce a publication to be proud of, that would be a voice where one could share their personal narration. The anecdotes, the stories, the accomplishments, the history that forms the rich and colorful tapestry of Idaho aviation, is the sustenance and vitality of this publication. I have met many along the way: those who have shared their thoughts and regaled me with their stories; those I have had the good fortune to work for and with, all who have become good friends, each of you have made an indelible imprint on my life, something I will always carry with me. I can honestly say that every day, I came to work with a smile on my face. It has been great fun, an absolute hoot, and when I look back, I can say, "Yeah...that was the time; the best of times."

However, the time has come, as it always does, to move on to other things. From the deepest corners of my heart I thank you for all you have given me: your compliments, your concerns, your criticisms, and your encouragement. I have grown immensely in spirit and appreciation over the years just having known you. Each and every success I have experienced



**The Bottom Line.**

Photo courtesy of Mark Hall

would never have been possible without your participation and support. It has definitely been an honor to serve you.

Well, the old bird is safely tucked away in the hangar and our flight plan is closed. It is time for our final adios. I wish each of you fair weather and calm winds on every flight. Please, fly safe; fly smart, and until we meet again, "Vaya con dios."

**This is Radio Chatter...  
over...and out.**

— 30 —

## MONITOR GUARD FREQUENCY 121.5!

**If you hear a distress signal or radio call:  
Note your altitude, location and time  
and**

**PASS IT ON...IMMEDIATELY!!!**

- ATC or FSS
- FSS: 800-WXBRIEF (800-992-7433)
- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff



# Air Worthy

By: John Lorbeck



## Fair Winds and Following Seas

In the United States Navy, a common farewell to a retiring sailor is "Fair Winds and Following Seas." The origin of the phrase "Fair Winds and Following Seas" is unknown. Research tells me it is a combination of two phrases that, over the last century, have evolved, by usage, into a single phrase which is often used as a nautical blessing or a traditional naval farewell.

*The Dictionary of American Regional English* defines "Fair Wind" as "safe journey; good fortune." An early example of the phrase's use is in Herman Melville's *Moby Dick*, published in 1851, where, near the end of the book, Melville writes "Let me square the yards, while we may, old man, and make a fair wind of it homeward." In other words, let me square the yards (add on all sail) and make a safe journey home.

*Bowditch's American Practical Navigator* defines "Following Sea" as "A sea in which the waves move in the general direction of the heading." Put another way, if the waves of the body of water are heading in the same direction as the sailor, then the water is "following" the sailor's boat - the water is helping the boat along, not impeding its progress.

So, combining these two phrases and wishing a departing voyager "Fair Winds and Following Seas" wishes them a safe journey with no impediments. To that end, I would like to wish Frank Lester "Fair Winds and Following Seas" upon his retirement this June.

Frank has been at the Division of Aeronautics since 1997. Gaining valuable experience helping Melville edit *Moby Dick*, Frank became the editor of the *Rudder Flutter* soon after

he started in Aeronautics, and has made the *Rudder Flutter* what it is today. Frank greatly expanded the *Rudder Flutter* moving it from a monthly, six-page newsletter to a quarterly, twenty-page magazine. Frank spiced up the magazine by adding color print, color pictures and his series "Color of Aviation," covering local aviation celebrities and heroes.

In addition to these many changes, Frank added an editorial column called "Radio Chatter." In this column, Frank commented on all things aviation including safety matters and upcoming events. As the new editor of the *Rudder Flutter*, I will continue to comment on aviation related topics. However, out of professional courtesy to Frank, I will retire his column Radio Chatter and start a new column.

Airworthiness is defined in FAR 891.7 (b), "The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight." As a play on the word "airworthiness," I will be calling my column "Air Worthy." I will use the column to keep pilots informed about aviation related matters throughout Idaho and to talk to pilots about keeping aircraft (and pilots) in condition for safe flight. I welcome all feedback to the *Rudder Flutter* and to the Air Worthy column. Please send input to [john.lorbeck@itd.idaho.gov](mailto:john.lorbeck@itd.idaho.gov).

Frank and his column Radio Chatter will be sorely missed, and it will be hard to fill his shoes. However, I look forward to working with all of you in the future and thank you in advance for your support. Cheers.

## A Blast From the Past

Aeronautics is currently scanning all of the old copies of the *Rudder Flutter* in their archives, and uploading them to the Aeronautics website. The project should be completed by June 29.

Unfortunately, our archives are not complete. The first issues of the *Rudder Flutter* were printed in early 1947, but the earliest we have in our files is 1954.

If you find copies that predate 1954, please send us a copy or bring it by, and we will scan it in.

This should be an exciting opportunity to revisit a little of Idaho's past.

## SP Aircraft

I recently spoke with Andy Patrick at SP Aircraft in Boise. Andy would like to thank folks for their prayers and support after the unfortunate passing of his Dad, Scott, last September. Scott will be missed terribly. Andy would also like you to know that after a short interruption in operations, SP Aircraft is up and running and looks forward to continuing to meet your executive travel and backcountry flying needs. SP Aircraft has all of their single engine aircraft in operation and will be adding pressurized twins in the very near future. Andy says "We plan to keep our prices about the same as last year and, in any event, you can expect to receive quality service at a reasonable price." Contact SP Aviation at 208-383-3323 or 800-842-6153, fax 208-383-9969.

## See Air Worthy

Continued on page 9

**AOPA's AIRPORT WATCH**

**Lock Up. Look Out.**

Participate with your fellow pilots in the safekeeping of general aviation's local neighborhoods—our home airports.

Report suspicious activity:  
**1-866-GA-SECURE**  
866-427-3287



# The “New” Medical Exam

By: Paul Collins, MD, AME and  
Mike Weiss, MD, MPG, AME, CFII



Progress can be defined as “positive development toward achieving a goal or reaching a higher standard.” The FAA is making progress in reducing paperwork by requiring you to fill out your flight physical 8500 form online. After **October 1, 2012**, you will be required to have the 8500 form completed online before you see the doctor.

There are good and bad aspects regarding this change. If you do not have computer access, or you just need more time to adjust to the idea of online forms, get a flight physical before October 2012. However, if you are like most of us and moving forward with the change, please accept our guidance through the process.

First, learn more about the FAA, pilot safety, and medical issues by reading the articles offered at <http://www.faa.gov/pilots/safety/pilotsafetybrochures/>.

Second, read the pilot safety brochure on that website titled “FAA MedXPress Program for Pilots - Your Express Lane to Medical Certification.” This will explain the new FAA process and provide information on How to Create an Account, How to Login, Application Forms, Confirmation Number, and so forth.

Lastly, go to <https://medexpress.faa.gov/> to create

your account. The first time you log into MedXPress, you will be required to enter three security questions and answers. You **MUST** remember all of them. Complete the rest of the menu-driven registration. Once you complete this, you will receive an e-mail confirmation that your account has been created. Using the information contained within the e-mail, you can enter a permanent password. Do not forget or lose this password; if you do forget or lose your password, you cannot complete your 8500. Each pilot **MUST** have his or her private FAA medical account.

After you have your personal account set up, fill out the 8500 form online. You will be familiar with the questions because the online 8500 is **exactly** the same as the paper 8500 you filled out at the doctor's office. Once you have the form filled out, we strongly recommend that you hit the **SAVE NOW** button on the bottom of the 8500 form and log off! If you do this, your 8500 form remains in place and can be reviewed with your AME.

If you hit the “I’m done/Send My Application to the FAA” option and then hit “select,” your 8500 is permanently entered! With this, the 8500 remains unchangeable and is effective for only 60 days.

I also suggest that you record the confirmation number the FAA sends you. If you are ready to have your physical exam done in the next 60 days, and you are comfortable with the information you have provided, bravo! However, we recommend that you do not finalize the 8500 information until you review it with your doctor. If you are working with your 8500 as a “saved” document – not a

finalized one – you and your doctor can review it before it is sent to the FAA. This could be **very** important!! Again, look at the “TIP” on page 3 of the “Medxpress program for pilots” page - **FAA MedXPress Program for Pilots - Your Express Lane to Medical Certification**. This is on the FAA website – Pilot Safety Brochures. It says you can click on the “Save Now” button, a great recommendation.

Here is what the FAA recommends in their review;

1. Connect to MedXPress at <https://medxpress.faa.gov>
2. Create an account or login using your existing account
3. Enter your medical application data
4. Submit the application (recommend **SAVE** until you see your doctor, then **SUBMIT**)
5. Print a summary sheet
6. Give summary sheet with the confirmation number to your AME

If you cannot complete the 8500 online, work with your physician. He or she wants you to get it correct and can help you do that. It is actually very easy if you are accustomed to computers and such, so don't sweat it! We – or your grandkids – will help you!

Be Well,  
Paul Collins & Mike Weiss

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## Inspection Authorization (IA) Renewal Seminar Finds a New Home

By: Peter Stewart, Idaho State University

The annual Idaho IA Renewal Seminar has moved! For the first time in a number of years, the annual IA Renewal Seminar was not held in Boise. Previously, the Idaho Division of Aeronautics hosted this annual event. Last fall, the Division of Aeronautics asked the ISU Aircraft Maintenance School if we would host future renewal seminars. We were glad to accept this challenge.

The 2012 IA Renewal Seminar was held on February 24<sup>th</sup> at the Ramada Inn in Pocatello; fifty-five mechanics were in attendance. The seminar was a combined effort between the Aircraft Maintenance School (which coordinated the program certification and presenters) and ISU Workforce Training (which arranged the logistics, and the Salt Lake and Boise Flight Standards District Offices (FSDO)).

Presentations were made by Robert Martinez from the Boise FSDO who spoke on human factors associated with maintenance repair problems; Cammie Patch, CEO of Glass Cockpit, who spoke about Light Sport Aircraft and their maintenance-related issues; Michael Evans who spoke about Human Factors in Aviation Maintenance Failures; Joe Brown of Western Aircraft, who discussed batteries and battery maintenance; and Mike Schmidt, Vice President of Emerging Lifesaving Technology (ELT), who discussed the new 406 ELT's and related test equipment. We also had a webinar presentation by Cessna Aircraft on the new single engine inspection program for aging Cessna Aircraft.

Idaho State University is looking forward to hosting next year's IA Renewal Seminar. To make these meetings as informative as possible, we need your input. Please let us know what subjects you would like to have discussed and what dates work best for you. As many of our presenters are in high demand, please let us know soon so we can book accordingly. Call Pete at 208-232-8485 or email me at [stewpete@isu.edu](mailto:stewpete@isu.edu). Hope to see you at next year's IA Renewal Seminar.

## Payette Idaho – Airport Runway Dedication

Originally reported by Larry Hurrle,  
Editor of the Argus Observer

The Payette County Commissioners, City of Payette, the Payette County Chamber of Commerce, and the Friends of the Payette Airport sponsored the Payette Municipal Airport runway



dedication on Saturday, March 10, 2012. The runway and taxiway at the airport was in dire need of resurfacing. Thanks to funds provided by the City of Payette and the Idaho Division of Aeronautics,



the runway and taxiway were resurfaced and the airport was able to install a self-service fuel station that delivers both 100LL and avgas to accommodate planes and other vehicles interested in using the airport's fuel. Construction is planned to extend the runway an additional 500'.

Although Payette Municipal Airport does not have an FBO, a courtesy car is available and Mulligan's, a very nice restaurant, is just across the field at the Scotch Pines Golf Course.

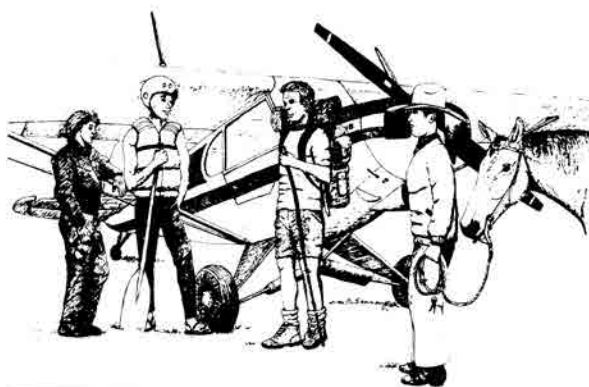
– Editor



## WILDERNESS PARTNERS

*Wilderness is for everyone!*

*By being considerate of each other's needs, we can all get along.*



- ☐ A cruising altitude of at least 2000 feet AGL is recommended.
- ☐ Check NOTAMs for airfield conditions or closures.
- ☐ Keep number of landings to a minimum.
- ☐ Minimize proficiency flights.
- ☐ Practice no trace camping.



United States  
Department of Agriculture  
Forest Service

Idaho Division of Aeronautics  
*In memory of a fine aviator, Susan Schroeder*

Idaho Aviation Association



# Ellison

Continued from page 3

the early efforts to use aircraft to support the U.S. Forest Service. Some operations were rather crude and consisted of basically pushing cargo out the door in free fall. The “static line” parachute improved the accuracy of cargo delivery and in 1939 the method was employed to drop firefighters exactly where they were needed to fight forest fires. Warren was involved in the early years of developing and honing the procedure into what came to be known as smoke jumping. The lessons learned were also applied to the airborne deployment of military special operations units and paratroopers. Johnson Flying Service provided the pilots, the airplanes, and the equipment that were unavailable elsewhere.

Aside from training military cadets and dropping jumpers during WWII, Johnson's pilots flew charters, hauled freight and mail, performed aerial wildlife surveys, measured back country snow packs and patrolled for fires. Efforts to develop and improve methods for the aerial application of insecticides and for fire suppression were on-going as well. Johnson's pilots also flew thousands of hours hauling troops and material. The hours were long, the equipment well used and the airfields often primitive. Working conditions were often hazardous and the pay was low, but to be a Johnson pilot was to be considered as one of the best, and Warren was one of Johnson's primary pilots well into the 1950s.

To better support his family, Warren decided it was time to move on. Corporate flying offered opportunity and growth, and he began a new career in business aviation with Pack River Lumber in North Idaho. But times were tough for the company and they soon sold their airplane.

From there he moved on to TBM Avengers, flying major timber spray projects against the Canadian Budworm, grasshoppers and other pests. He also flew aerial fire suppression. At one point, he was asked to demonstrate “water bombing” to Canadian officials using the TBM. They doubted its accuracy. Warren had a water truck parked on the airfield and asked the

driver to “...make sure you leave it in neutral with the brakes off.” The first pass exploded the truck's windows, dented the roof, and sent the truck rolling down the runway. The company got the contract.

In Florida, Warren flew the C-82 “Boxcar” against the Mediterranean fruit fly. This and efforts against other timber threats were some of the largest aerial application projects to date.

In the end, he returned to corporate flying, and for the next decade worked for Halvorson Construction Company, and then as Chief Pilot for Albertson Food Stores, eventually working directly for Joe Albertson. Warren envisioned the airplane as an important management tool, where executives could travel the country, and accomplish their work for a fraction of the time and money that it would take using the airlines. Real estate, construction sites and urban areas could all be surveyed from the air, including other factors such as population, access and traffic. In the end, the airplane played a major role in Albertson's' growth during its early years.

Warren was a dedicated supporter of aviation. Not only did he help many pursue a career in aviation, but in his later years he was also active in many



aviation organizations. A longtime member of the Quiet Birdmen, he was a key in helping establish the Boise hangar. He served as an officer for the OX-5 club, an organization dedicated to the preservation of aviation history. He assisted Wayne White, then a Boise State professor, in the compilation of the three-volume set “A History of Aviation in Idaho.” Warren's close association with many of Idaho's aviation personalities enabled Wayne to document much of the state's early aviation history, which would have otherwise gone unrecorded. He also provided technical and historical assistance to Dick Williams for his DVD “Mountain Flying,” to Richard Holm Jr. for his document “The Real Story of the Loon Lake Bomber,” and to Steve Smith, author of “Fly the Biggest Piece Back.” He was inducted into the Montana Museum of Mountain Flying in 2002 and is a member of the National Smoke Jumpers Association. Warren Ellison passed away on February 8<sup>th</sup>, 2008.

Photos courtesy of Dennis Ellison

## Air Worthy

Continued from page 5

### Rigby Airport Upgrades

Rigby Airport recently enlarged the turn-around area at the end of runway 19 and added 500' of taxiway and power on the southeast side of the airport making space for many new hangars. There are size and height limitations on the hangars you can build, but for an access fee of \$100 per year and \$0.10 per square foot, it will be hard to find a better deal. For more details, contact the airport treasurer Dennis Adams at

[ghf4986@gmail.com](mailto:ghf4986@gmail.com) or the airport Board Chairman John Anderson at [jonmar@cableone.net](mailto:jonmar@cableone.net).

### Did You Ever Wonder?

Did you ever wonder about those orange balls attached to power lines and other overhead wires? The FAA refers to those balls as *spherical markers* and they are used because it is impractical to make the wires conspicuous by painting. Markers used on extensive wires across a canyon, a lake, or a river

**See Air Worthy**  
Continued on page 17



# The Train has Left the Station

By Tammy Schoen

In the Summer, 1997 issue of the *Rudder Flutter*, which was Frank's first issue, he says "...I firmly believe it is up to all of us to get 'the word' out, not only to increase safety awareness but also, to increase interest in aviation as a career. Your thoughts are welcome and I look forward to the opportunity to work with everyone in the aviation community. ...I am looking for suggestions to spruce up the ole 'Flutter'."



That issue was all black and white with no photos and six-pages long. Frank added the Radio Chatter column in the Fall of 1999, the new Masthead in the Summer of 2001, colored photos in the Fall of 2005, The Color of Aviation in Spring of 2008 and now it includes all of those upgrades and is a full-color publication with plenty of photos and is 20-pages long. It has grown like a weed under Frank's watchful eye, careful editing and total overuse of the semi-colon.

Frank and I have been co-editing the *Rudder Flutter* since the spring 2003 issue and we had some pretty great debates over punctuation and the proper use and placement of words. It has all paid off as every issue seems to get better and better. It figures; just as we figure it out and work well together he leaves. He either finally realized I was right the entire time or he's getting back at me by making me start all over with another Editor! Whatever the reason, the process of doing the *Rudder Flutter* won't be the same.

From the beautiful newsletter that the *Rudder Flutter* has become; to the Safe Pilot Seminars and the Teacher Aviation workshops; to the ACE Academy for high school students and the Aviation Festival and Family Fly-in, Frank has become an irreplaceable asset in the Division of Aeronautics and

will, unfortunately, take much corporate knowledge and skills with him upon his departure. He has certainly given his all toward increasing awareness of aviation in the State of Idaho and is a respected and influential member of the aviation community.

Throughout my time at Aeronautics, I have learned many things from Frank:

- ALWAYS close your flight plan,
- Although Frank is a healthy eater, I know secretly he likes Twinkies, Vienna sausages and Zingers,
- A piece of wood and some plastic glued together is called a Theodolite and really does have something to do with airplanes,
- Navigation is a skill not everyone possesses,
- The stall warning going off is not part of the landing procedure,
- Stand up for what you believe to be right,
- Admit when you are wrong, and
- Always be a good friend and co-worker.



In his 15 years of service, Frank has seen great programs come and go and has been instrumental in the successes achieved throughout them all. At times he would say he was feeling like he was "behind the 8-ball," but no matter what Frank was doing at the time, it always ended well and lessons were always learned. There is only one project I know of that Frank has yet to conquer, and that is the remodel of his house. Perhaps now he will finally have the time to get that project done.



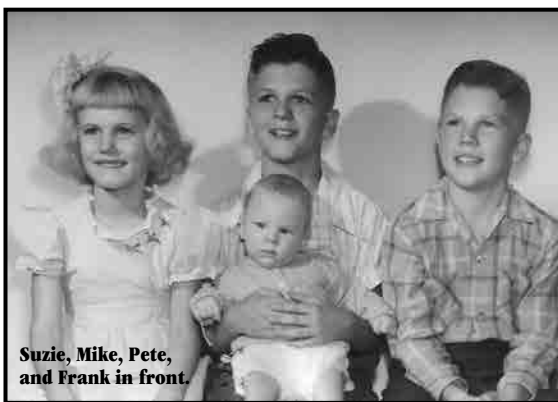
In March, 2008, Frank started a column called "The Color of Aviation" in which he dedicated a page or two of space in the *Rudder Flutter* to recognize pioneers and influential people in the Idaho aviation world. He has been the driving force behind many inductions into the Idaho Aviation Hall of Fame and is an advocate for teaching youth about aviation, as is evidenced through the ACE Academy, Teacher Aviation workshops and many career events he has done over the years.

Everywhere I went with Frank there was someone who came up to shake his hand and thank him for one thing or another. He has truly done his level best to meet everyone in the aviation community and has become a coordinator, teacher, philosopher, pilot, comedian, writer, motivator and master networker. Although he may give you a lot of grief, Frank is always the first to recognize you for a job well done and is the last to worry about the tiny details that might be messed up.

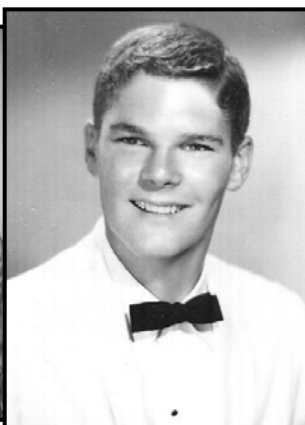
Of all the things I learned from Frank, the one that stick out the most is the fact that once you get something planned out, it's going to happen, regardless of the little issues you might have along the way. In the midst of the phone calls, meetings and planning, he would say, "The train has left the station....All we have to do is stay off the tracks."

So Frank, I give you back the advice you gave me. The train has left the station - only this time, I hope you board that train to regions unknown and thoroughly enjoy your adventure!





Suzie, Mike, Pete,  
and Frank in front.



Frank (center) and  
brothers in 1971.

Frank, In your retirement years life should go much smoother for you. In any event, when you decide to take the family on vacation, please remember to actually load them in the car before leaving (unlike attempting to fly off into Never Never land leaving your pax in our lobby). Also, when you arrive at your vacation destination, please try to remember to shut your car off before disembarking and locking your keys in the vehicle while still idling. Other than that, enjoy your retirement. It was truly fun working with you my friend; keep your chin up regardless of the situation, the wind at your back, and fair skies ahead.

-M1



Congratulations Frank!  
I'm going to miss your smiling face at Aeronautics. You've touched so many lives with the ACE Academy. Your legacy will go on and on. Enjoy the next chapter of your life!

- Pam Staton



Frank has helped me/us pilots in so many ways. I don't have a picture of him at the Flying B, but he flew up there to talk to the Husky pilots about safety in the Frank Church, and it was great! No accidents!! He had experience, knowledge, and judgment - we all needed more of it!!

-Paul Collins MD



One thing Frank always said when he was running the Fly-In in McCall ... once the event was underway, he'd always talk about how the "train has left the station, just get out of the way" ... I've actually repeated that so many times when planning and implementing events. Frank knows his stuff! So true ... step out of the way or get run over. :) Sometimes these things have a way of taking care of themselves. So happy for Frank (mostly jealous).

-Darla Christiansen



Frank cruising in a fabulous loaner car from Forrest Bird during the week of the Idaho Aviation Workshops for Teachers.

-Petra Rose



When I think of all the times I came to Idaho to work with Frank, I never had more fun. Each trip was unique and I learned more than I could possibly give back. Of course, getting Spuds bars was the REAL reason I wanted to come back!!! What I am going to miss most is the chance to fly with Frank. I am a low time flatlander and he is the professional. We hit it off perfectly in the cockpit during all of our flights. We could talk for hours about flying and other things during our trips. And we would always say how the other sucked at the controls. In my case, certainly true. In Frank's case, a gross exaggeration on my part! Frank, everywhere I look I see a "Flat W". Thanks buddy!!!! Wishing you the best during your retirement and don't forget to fix up the house, take care of the lawn, repair the cars, and anything else Alice says!!!! Blue Skies

-Rich



# Calendar of Events

## JUNE

- 9 **Search & Rescue Fundraiser Fly-In**, Jerome (JER); Nan & Eric Jackson, 208-421-2997, [SurvivingInStyle@ymail.com](mailto:SurvivingInStyle@ymail.com)
- 9 **IAA work party**, Atlanta (55H) and Thomas Creek (2U8)  
Jerry Terlisner, 208-859-7959
- 14 **Father's Day Fly-In Breakfast**, Smiley Creek (U87), Spot landing contest on approach. Gary Thietten, 208-731-4061, [gthietten@yahoo.com](mailto:gthietten@yahoo.com)
- 14-17 **Super Cub fly-in**, Johnson Creek Airport (3U2), approximately 100 Aircraft and 150 people. Dave Kirsten, 209-333-1100
- 15-17 **Father's Day Breakfast**, Garden Valley airport (U88), 25 aircraft/70 people. Bring meat to BBQ Sat. night and side dish to share. Breakfast Sunday morning benefits Treasure Valley IAA chapter. Jerry Terlisner, 208-859-7959
- 21-24 **Backcountry Pilots Fly-in**, Johnson Creek Airport (3U2), approximately 40 Aircraft and 50 people. Bryan Painter, 916-622-2593
- 23 **Pocatello Airport (PIH) Appreciation Days**, 9 am-3 pm. Discounted aircraft and helicopter flights, military and civilian aircraft displays, music, children's activities and food. 208-234-6154, [airportinfo@pocatello.us](mailto:airportinfo@pocatello.us)
- 23-24 **QB's Fly-in**, Garden Valley airport (U88); Dale Gust, 208-376-0141
- 25-27 **ACE Academy**, Boise; Frank Lester, 208-334-8780, [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov) or Tammy Schoen, 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)
- 29 **Frank Lester officially retires!**
- 30 **IAA work party**, Chamberlain Basin (U79); Jerry Terlisner, 208-859-7959
- 30 **Fly-In Huckleberry Pancake Breakfast**, Bonners Ferry (65S), 8:00 am to 10:30 am. \$5 donation for breakfast, money supports the EAA Chapter 757 Scholarship fund. Gene - 208-267-3020 [carla.northernair@gmail.com](mailto:carla.northernair@gmail.com)
- 30-7/1 **P-38 and P-40 Fighter Roundup**, Special Guest speaker: Major Fred Arnold (Ret. WWII P-38 pilot), Warhawk Air Museum, Nampa, ID 10:00 am - 4:00 pm; [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)

## JULY

- 7 **IAA work party**, Big Creek (U60); Jerry Terlisner, 208-859-7959
- 7 **EAA Chapter 757 Young Eagles Flight**, Bonners Ferry (65S) Ages 8-17 - Free flights. Alternate rain date - July 21. Info: [www.young eagles.org](http://www.young eagles.org); Gene - 208-267-3020, [carla.northernair@gmail.com](mailto:carla.northernair@gmail.com)
- 7-9 **180/185 Club Fly-in**, Garden Valley airport (U88), 40 aircraft/80 people. Campout & BBQ, \$20 includes all food - bring your own drinks. Jim Davies, 208-859-5537
- 13-15 **Utah Backcountry Fly-in**, Smiley Creek (U87), 20 aircraft/30 people; Steve Durtshi, 801-678-1293
- 13-15 **Wilderness within Reach**; Joe Corlett, 208-890-1819
- 13-16 **Quiet Birdmen Fly-in**, Johnson Creek Airport (3U2), 25 Aircraft/35 people; Kark Kadrick, 408-313-6263

## JULY (continued)

- 14 **Warbird Weekend**, Idaho County Airport (GIC). 4-5 warbirds on display. Michael Cook, 208-451-0154, [mcook@idahocounty.org](mailto:mcook@idahocounty.org)
- 14 **T Craft Aero Club Fly-in**, Garden Valley airport (U88)  
10 aircraft/20 people; Jim Hudson
- 16-22 **Women Wise Workshop**, Smiley Creek (U87), 40 aircraft/50 people, Christina Chapman, 208-634-9855
- 17-18 **IAA Annual Fly-In**, Cavanaugh Bay airport (66S), 30 aircraft/40 people, Russ Vauther, 775-848-5243
- 20-22 **180/185 Club Fly-in**, Johnson Creek Airport (3U2), 50 aircraft/80 people, Al Hewitt, 206-714-1420
- 21 **Fly-In Breakfast**, St. Maries Airport (S72). Pancake breakfast, exhibits, videos, raffle and door prizes. 8-11 a.m. \$6 per person, includes pancakes, eggs, ham, fruit, coffee, milk and juice. 100LL available. Tina-Marie Schultz, 208-773-8522, [tinamarieschultz@roadrunner.com](mailto:tinamarieschultz@roadrunner.com) or John & Carol Koelbel, 208-245-2914 (5-8pm), [asiauctions@earthlink.net](mailto:asiauctions@earthlink.net)
- 28-29 **Air Magic Air Show**, Twin Falls (TWF) featuring the Blue Angels 208-733-5215, ext. 0
- 28 **Fly-In Huckleberry Pancake Breakfast**, Bonners Ferry (65S), 8:00 am to 10:30 am. \$5 donation for breakfast, money supports the EAA Chapter 757 Scholarship fund. Gene - 208-267-3020 [carla.northernair@gmail.com](mailto:carla.northernair@gmail.com)

## AUGUST

- 3 **EAA Chapter 407 Fly-In**, Henry's Lake (U53)  
Tom Strong, 208-529-1608
- 11 **Air Festival, A Salute to Veterans**. Lewiston-Nez Perce Regional Airport (LWS). B-17 visit, military and other aircraft displays, overnight camping available. Jim Otey, 208-746-8488 or DeAnn Scrabeck, 208-553-8960
- 11 **Wings over Sandpoint Fly-in**; Jan Lee - 208-255-9954
- 17-18 **Heritage Wings**, Air race over Lake Coeur d'Alene (COE), USO show and dance on Friday, 8/17.
- 17-18 **Cavanaugh Bay Fly-in**, campout and potluck BBQ

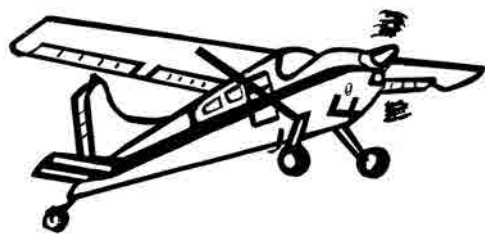
- 25 **Fly-In Huckleberry Pancake Breakfast**, Bonners Ferry (65S), 8:00 am to 10:30 am. \$5 donation for breakfast, money supports the EAA Chapter 757 Scholarship fund. Gene - 208-267-3020 [carla.northernair@gmail.com](mailto:carla.northernair@gmail.com)

## SEPTEMBER

- 8 **MAF Fly-In**, Garden Valley airport (U88), 4 aircraft/80 people; Linda Walker, 208-498-0767
- 29 **Fly-In Huckleberry Pancake Breakfast**, Bonners Ferry (65S), 8:00 am to 10:30 am. \$5 donation for breakfast, money supports the EAA Chapter 757 Scholarship fund. Gene - 208-267-3020 [carla.northernair@gmail.com](mailto:carla.northernair@gmail.com)

Email your event information to [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the **RudderFlutter** and the Aeronautics website.





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# Mountain/Canyon Flight Training in Indonesia

By: **Madison MacNichol**

McCall Mountain/Canyon Flying Seminars was recently invited to be the guest of the largest Indonesian airline and to provide specialized training unique to the McCall program. The Operations team of Susi Air, based out of Pangandaran, Indonesia, contacted Lori MacNichol, Owner/Operator of Mountain/Canyon Flying Seminars, in mid-February after reviewing her website and reading her online biography. Susi Airlines employs 170



(L-R) Rick Bush, Lori MacNichol, and Holbrook Maslen



**The Employees of Susi Air**

pilots and conducts commercial flights to remote areas and out-of-the-way islands where strips are usually less than 1,600' long and not often paved – a perfect fit for Lori and her company. She agreed immediately.

On February 17<sup>th</sup>, Lori and two of her instructors, Rich Bush and Holbrook Maslen, headed to the country's capital of Jakarta armed with a combined 63,000 hours of flight time and experience, and a tremendous amount of passion for their trade. Upon arrival, they encountered a few surprises; the metric system and unaccustomed accents on the radio. After only a few days, Lori wrote in an email, "The trainees were eager to learn, and were very welcoming and helpful."

After nearly two weeks and 155 hours of flight instruction in various types of aircraft, including Cessna Caravans and Pilatus Porters, 68 of Susi's pilots had completed the training. For their efforts, they not only received a course

completion certificate, but also a wealth of life-saving knowledge. The McCall-based company was able to develop a course curriculum that fit Susi's aircraft, the Indonesian climate, and its cultural needs, without compromising the principles that have guided Mountain/Canyon Flying Seminars since its founding 16 years ago.

After the whirlwind trip, Lori said, "It was truly an amazing experience in the respect that we were able to touch the lives of so many young aviators and deliver the piloting skills, knowledge and mind-set that will serve them well into the future."

Lori's small school has received international recognition for its premier wilderness and backcountry flight training, and its strong emphasis on safety. She hopes to gain as much knowledge in return through more experiences like this one, and is currently preparing to visit Indonesia again in late September to conduct another program.

Photos courtesy of McCall Mountain/Canyon Flying Seminars

McCall Mountain/Canyon Flying Seminars specializes in advanced aviation safety and flight training in mountainous and remote regions across the world. For more information, go to: [www.mountaincanyonflying.com](http://www.mountaincanyonflying.com)  
– Editor



**Lori with local villagers in front of one of Susi's Caravans**

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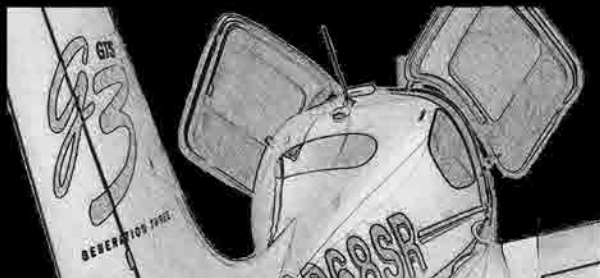
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# Dug Bar Airstrip Cooperative Effort

**By: Bill Ables, President  
Wallowa County Pilots Association**

Cooperation is the common thread that is making the Dug Bar Airstrip a little more accessible to General Aviation (GA) pilots. The Wallowa County Pilots Association, a chapter of Idaho Aviation Association (IAA), is currently working with the United States Forest Service (USFS), the IAA, the Idaho Division of Aeronautics, and the Oregon Pilot Association to make great things happen. These groups are working to make Dug Bar an aviation recreational area accessible and safe for pilots and other campers, while causing little to no impact on the environment and wildlife in the area. The Idaho Division of Aeronautics has dedicated a tractor with a deck mower to be kept on site to keep the strip mowed. The Wallowa County Pilots Association has volunteered to oversee the maintenance of the strip and coordinate local work parties.

Dug Bar, located in Eastern Oregon along the Snake River in Wallowa County, is currently accessible by vehicle (some three hours past Enterprise, Oregon), by jet boat (a two to three hour ride from Clarkston, WA or Lewiston, ID), or by GA aircraft. The USFS is the managing agency of the Scenic Snake River Corridor located within the Hell's Canyon National Recreation Area and maintains an outhouse and boat ramp at the site. A USFS trailhead begins at Dug Bar and takes you up onto the benches of the Snake River and down along the river. Year-round fishing is available and you can catch, Sturgeon, Smallmouth Bass,

Trout, Steelhead, and Chinook salmon when in season and with the proper licenses.

Dug Bar has a rich history worth exploring. In the late 1800's, Hank Vaughn's horse-rustling crew used the Snake River crossing at Dug Bar to trail stolen horses from Northeastern Oregon to Idaho and Montana where they would sell the stout horses to the military and others. In 1877, Chief Joseph crossed the Snake River at Dug Bar with his entire tribe of men, women and livestock. This began his epic 1600 mile trek to outrun the cavalry. In the winter of 1886-87, a group of horse thieves living in a cabin at the nearby Dug Basin plotted to kill some local Chinese gold miners and take their gold. This was the beginning of what history now calls the "Chinese Massacre." Doug Tippet, long time rancher and farmer in Wallowa County, ran an outfitter business out of Dug Bar in the 1960's and 70's.

Wallowa County pilots like Lem Wilson, Bud Stangel, Ted Grote and Bud Maxwell have been flying into Hell's Canyon and Dug Bar for years. The airport is at an elevation of 1120' and is listed in Galen Hanselman's *Fly Idaho* book. The runway is 1650' x 75' with a new windsock. Always be cognizant of the winds and temperatures in the Canyon as they can be very unforgiving. The best



months to fly in the Canyon are from October through April, and a personal rule of thumb is to get your flying done in the Canyon before 10:00 AM.

Other strips located in the Hell's Canyon are Rogersburg, Cache Creek, Salmon Bar, Pittsburg Landing, Big Bar, Temperance Creek (private) and Sluice Creek (emergency only). Before flying into the Canyon, talk to a local pilot, take a flight with a flight instructor who is familiar with canyon flying or better yet, take a course on mountain/canyon flying.

With the help and support of pilots like yourself and these private and public agencies, we hope to provide a safe recreational experience for those who choose to come and enjoy Dug Bar.

Fly Safe.

Please look at the next edition of the *Rudder Flutter* for more information about the upgrades completed on the airfield at Dug Bar.

— Editor



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# Air Worthy

Continued from page 9

should be no less than 36 inches in diameter, but 20 inch markers are used on less extensive wires or power lines below 50' above the ground and within 1,500' of an airport runway end. The markers should be recognizable from a distance of at least 4000' and visible from all directions from which an aircraft is likely to approach. Markers are equally spaced along the distance of the wire at 200' (or less) intervals. And most

important to aviators, the markers are **usually** displayed on the highest wire. I would like to say that again - **the markers are usually displayed on the highest wire. BEWARE!** There are exceptions.

I recently flew to Dug Bar to volunteer some time preparing and marking the new runway. I took off downstream and quickly discovered power lines crossing the canyon about three miles downstream; I would not have seen the wires if it weren't for the orange spherical markers. I flew over

the orange markers only to discover about six other power lines below the markers. Avista Utilities says that these markers are about 875' above the river elevation but this height can change based on ambient conditions, the power load through the wires, and the river level. Avista Utilities does not know the height of the lowest wire and they do not mark the lowest wire, it is not required by law.

Please keep this in mind as you are out and about in the backcountry this season.

Updated Nov. 2011

## AIRPORT CONDITION SURVEY

Idaho Division of Aeronautics

We're requesting your input to help maintain our State-Operated airstrips. Please fill out the survey below and drop in the survey box, mail to Idaho Division of Aeronautics PO Box 7129 Boise, Idaho 83707-1129 or email to [gary.mcelheney@itd.idaho.gov](mailto:gary.mcelheney@itd.idaho.gov).

Please circle the airport(s) you are reporting on:

All	Cavanaugh Bay	Johnson Creek	New Meadows	Twin Bridges
Antelope Valley	Copper Basin	Laidlaw Corrals	Porthill	Smiley Creek
Atlanta	Cox Well	Magee	Pine	Stanley
Bear Trap	Garden Valley	Magic	Slate Creek	Warm Springs
Big Creek	Grasmere	May	Smith's Prairie	
Big So. Butte	Henry's Lake	Midway	Reed Ranch	
Bruce Meadows	Hollow Hop	Murphy Hot Spr.	Thomas Creek	

Please mark your evaluation with an "X" for each condition.

Condition	Very Poor	Poor	Average	Good	Very Good
Runway (smoothness, marking, rodents, etc)					
Restroom Condition (if available)					
Campsite Condition (trees, lawns, walkways)					
Facilities Condition (fire pits, picnic tables, shelters)					
Caretakers (helpful, friendly, knowledgeable)					
Safety concerns (if yes, please amplify below)	Yes	No			

Comments:

Name and Phone # (Optional) \_\_\_\_\_

Thanks for your help,  
Gary McElheney, Airport Manager, Ph: 208-334-8893



# An Affair To Remember

By **Jennifer Christiano,**  
**Ponderosa Aero Club**

News; stories aired at 5:00 PM, 6:00 PM and 10:00 PM that evening.



Fly It Forward (FIF) 2012 – it was an affair to remember! From the air of eager anticipation among the ladies arriving at Jackson Jet Center for their first small aircraft rides, to the happy



smiles breaking out over bubbly toasts afterwards, FIF provided a splashy start to the Idaho aviation year.

Ponderosa Aero Club (PAC), host of the event, exceeded their goal of giving free airplane rides to 50 women and girls. By the end of the day, the Ponderosa volunteer pilots (William Foote, Rick Laytham, Tanis Partee, David Moler and Jennifer Christiano) had taken 53 female passengers on their first small aircraft rides ever. And if smiles were miles, they flew a million!

But the fun didn't end in the air. The flying women and their guests also had a variety of aviation-themed ground activities to keep them entertained. A static display of general aviation airplanes, including a glass-panel Cessna 182 owned by the Civil Air Patrol, and two demonstrations by a Boise Air Rescue and Fire Fighting Unit fire truck kept visitors busy outdoors. Indoors, guests moved among booths for the Idaho Aviation Association, the Experimental Aircraft Association, the Division of Aeronautics, the Civil Air Patrol, and the Idaho Ninety-Nines. A buffet of sandwiches, spring rolls, sweets and sides took care of hunger pangs, while each female passenger was treated to a sparkling juice toast and a chocolate truffle after touchdown. The festivities were covered by Channels 2 and 7

To commemorate the occasion, each pilot signed an AOPA Certificate of First Flight for each of his or her passengers. And before she walked out, every flying woman was handed a goody bag that included a new Flight Training magazine. To date, two women have followed up by reserving Discovery flights and committing to work toward their private pilot licenses, proving that publicity events such as FIF really do attract business and positive attention to general aviation.

Ponderosa Aero Club congratulates Tanis Partee, David Moler, Rick Laytham and Jennifer Christiano for winning various mentions and prizes from Women of Aviation International, in recognition of their volunteer work in putting together FIF Boise and promoting aviation to women. PAC also offers a HUGE "Thank You" to IAA, Aeronautics, EAA, the Ninety-Nines, Dowdy's Automotive, Mark and Jennifer Michaud, DMA Lighting, Andy Marosvari from the Boise control tower, William Foote, Idaho Sand and Gravel, Doug and Kathy Culley, John Davis, "Sharki" Konta, Jackson Jet Center, the Boise Pilot Shop, Graham Weatherley, Barney Redlich and others for helping to fund and staff this event. Together, we made it a success! PAC has

already received requests for airplane seat reservations and offers for volunteer help for FIF 2013. Next year, the goal is to expand the airplane seat capacity to 75 women and girls, as well as add several more booths and displays. If you would like to participate next year or host a FIF event in your community on March 9, 2013, PAC would be glad to offer advice and assistance. Contact Jennifer Christiano at (208) 3860-6077 or [Jennifer\\_christiano@yahoo.com](mailto:Jennifer_christiano@yahoo.com)

All in all, FIF 2012 showcased what can be accomplished when members of the Idaho aviation community and their supporters pull together. We all look forward to building on this experience and expanding further into our communities next year. Will you join us?



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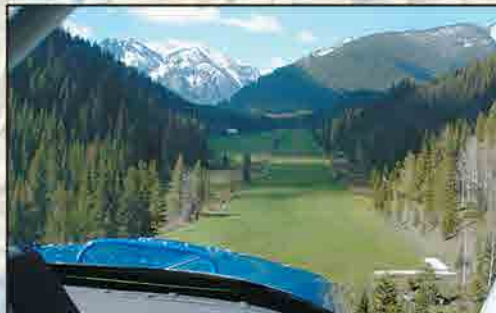


## FLY-IN/RECREATIONAL/BACKCOUNTRY



### PISTOL CREEK RANCH

Furnished 1350 SF, 3 BR, 2 BA cabin, detached garage w/vehicle. Middle Fork Salmon River frontage! Corporate ownership 220 acre Middlefork Ranch, Inc. Private airstrip, full time ranch staff. Horses, hunting, fishing. Surrounded by 3.2 million acres of wilderness, this is the Idaho Backcountry at its finest! Shared ownership also considered. **\$399,000**



### BIG CREEK CABIN LOT

Upper Basin Headwater of Big Creek. 1.2 acre lot. 1/2 mile from Big Creek airstrip. Access to Frank Church Wilderness & USFS. Great hunting & fishing. Drive-in access from Yellow Pine over Big Creek Summit. **\$69,000**



### BENTZ RIDGE

Private, secluded, USFS in-holding. 109 deeded acres w/900'x50' airstrip. 10 mi. S. of Grangeville. 5 miles east of White Bird. Abundant wildlife, panoramic views. A rare Idaho retreat! **\$218,000**

## FOXGLOVE RANCH



### CLEARWATER RIVER FRONTAGE

Foxglove Ranch is truly a unique gem. With 180 acres in a designated Wild & Scenic Corridor, 1 mile of Clearwater River frontage, your own 2200 ft grass airstrip & private tram access, your privacy will be assured forever. The home has been recently remodeled & includes 2 BR, 2 BA + sleeping loft. Borders USFS land. 2 ponds, water rights, barns & numerous outbuildings. **\$1,450,000**

## PRIVATE PAYETTE RIVER ACCESS



### STUNNING MCCALL CABIN

Efficiently sized & designed, cozy, low maintenance, fabulous views. 1,892 SF, 3 BR, 2.5 BA, oversized detached 2-car garage/shop. 1.3 acres in Payette River Sub. Private Payette River access out your front door. **\$339,000**

## PAYETTE LAKEFRONT



### 64-FT LAKE FRONTAGE CABIN

Charming, 1 BR/1 BA & 2 sleeping lofts on treed lot w/64 frontage feet. Views. Use as is or build new cabin. New Trex dock. Private beach. **\$499,500**

## MILL COURT TOWNHOME



### PRIVATE DOWNTOWN LOCATION!

2 BR, 2 BA, furnished townhouse, 1,361 SF, 1-car garage, vaulted ceilings, Payette Lake views! Quick walk to Mile High Marina, city parks, beaches & downtown. Great vacation property w/rental potential. Low association fees. **\$249,000**

## MCCALL BUILDING SITE



### .86 ACRE BUILDING SITE

Situated between Payette Lake & Little Payette Lake, this beautiful wooded lot offers privacy, quick access to recreation & downtown McCall. **\$59,900**



**Mike Chapman 208-634-9691**  
**Mike@FlyingBrokers.com**

**Specializing In Resort & Recreational Property**

**MCCALL, GATEWAY TO THE IDAHO BACKCOUNTRY**



**Idaho Division of Aeronautics**  
**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



## **ADDRESS SERVICE REQUESTED**

Due to a computer system glitch, our mailing list for the Rudder Flutter is inaccurate, so we are sending this issue to every active registered airman. If you chose not to receive the newsletter in the past, we apologize for any inconvenience, but we need you to let us know once again.

If you do **NOT** want to receive the Rudder Flutter, or your household is receiving multiple copies, and you would like to help us save the planet by only receiving one copy, please let us know:

[laura.adams@itd.idaho.gov](mailto:laura.adams@itd.idaho.gov) or 208-334-8775

# **WE NEED YOUR HELP!**

In an effort to help streamline registration efforts across the state, we need to begin collecting Driver's license information for all Idaho pilots and aircraft owners. We also need to collect the EIN numbers for all businesses with Idaho registered aircraft and for Idaho aircraft dealers. This information will be used to connect our Aeronautics records with DMV records.

Please complete the information below and mail the ENTIRE BACK PAGE to us by **July 31, 2012**.

Name: \_\_\_\_\_

Driver's Licence #: \_\_\_\_\_

Business Name(s): \_\_\_\_\_

EIN#(s): \_\_\_\_\_

Dealership Name: \_\_\_\_\_

EIN#: \_\_\_\_\_

Idaho Dealership #: \_\_\_\_\_

Phone #: \_\_\_\_\_

